DRAFT
SUPPLEMENT
to the
ENVIRONMENTAL IMPACT REPORT

for

PFEIFFER BIG SUR STATE PARK
ENTRANCE AND DAY USE IMPROVEMENTS PROJECT

July 2004

Lead Agency

State of California
DEPARTMENT OF PARKS AND RECREATION
Acquisition and Development
One Capitol Mall - Suite 500
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DRAFT
SUPPLEMENT TO AN
ENVIRONMENTAL IMPACT REPORT

PROJECT: Entrance and Day Use Improvements
Pfeiffer Big Sur State Park
Monterey County, California

LEAD AGENCY: California Department of Parks and Recreation (DPR)

INTRODUCTION AND REGULATORY GUIDANCE

A Supplement to the Final Environmental Impact Report (EIR) for the Entrance and Day Use Improvements Project at Pfeiffer Big Sur State Park (SP) has been prepared by the California Department of Parks and Recreation (DPR). It will disclose changes in project conditions and related mitigations that would require the preparation of a subsequent EIR (per described in CCR §15162). However, the previous EIR can be made adequate for the project in the changed situation, with only minor changes and additions to the previously adopted EIR for this project, in accordance with CCR §15163(a)(1 & 2). This Supplement only contains that information necessary to make the previous EIR adequate for the project as revised (CCR §15163(b)). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 *et seq*., and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 *et seq*.

This Supplement addresses minor changes to the design of two bridges (one pedestrian; one vehicle) to be constructed over the Big Sur River, necessitated by a correction to the original floodplain boundaries. It also re-evaluates potential impacts resulting from increasing the length and width of the proposed acceleration and deceleration lanes at the park entrance intersection with Highway 1 (Big Sur Highway), along with widening of the park entrance road at that point. Other elements include deletion of several project elements, clarification of the text for several impact and mitigation statements, and corrections for minor editorial errors, misstatements, and omissions.

This Supplement to the Final EIR will receive the same kind of notice and public review given to a draft EIR, under CCR §15087 *et seq,* and will be filed with the Office of Planning and Research/State Clearinghouse (OPR).

The Project Description below reflects changes as specified in the Corrections and Additions section of this document.

LEAD AGENCY

The lead agency is the public agency with primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), "the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is DPR.

SUMMARY OF FINDINGS

Based on the revisions to the proposed project and the resulting changes and additions to scope and associated mitigation measures addressed in this document, findings have been made for each significant effect included in the previously certified EIR, as revised herein. Findings have been noted following each revision, where applicable.

AVAILABILITY OF DOCUMENTS:

This Supplement to the EIR for the Pfeiffer Big Sur SP Entrance and Day Use Improvements Project, along with a copy of the original EIR for this project, will be available throughout the 45-day public review period at the following locations:

- Monterey County Free Libraries

  Big Sur Branch
  Highway 1 at Ripplewood Resort

  Carmel Valley Branch
  65 West Carmel Valley Road

- Department of Parks and Recreation
  Northern Service Center
  One Capital Mall - Suite 410
  Sacramento, California 95814

- Department of Parks and Recreation
  Central Service Center
  21 Lower Ragsdale Drive
  Monterey, California 93940

- Monterey District Headquarters
  2211 Garden Road
  Monterey, California 93940

The Notice of Determination for the originally certified EIR on this project was filed on July 8, 2002 (SCH#2002021133). This Supplement will be appended to the originally certified Final EIR following filing of the NOD and will be available by request, along with all supporting materials, at DPR's Northern and Central Service Centers and Monterey District Headquarters office.

PROJECT DESCRIPTION:
ENTRANCE AND DAY USE IMPROVEMENTS AT PFEIFFER BIG SUR STATE PARK

PURPOSE OF PROJECT

The purpose of this project is to improve access and circulation patterns within seven areas of the park, including the (1) Park Entrance, (2) Pfeiffer Falls Road and Parking, (3) Junior Ranger Building, (4) Lodge, (5) North Day Use Area, (6) Warden's Cottage and Garage, and (7) Main Camp. It will also provide additional interpretive facilities,

relocate the Junior Ranger Building and rehabilitate for administrative use, construct a new park entrance station, and rehabilitate the historic Warden's Residence and Garage. This EIR Supplement specifically addresses potential impacts resulting from changes to the proposed acceleration/deceleration lanes and associated removal of additional trees and vegetation, and revisions of the floodplain delineation for the park that will now place the abutments for the proposed pedestrian and vehicular bridges within the floodplain.

SCOPE OF PROJECT

The proposed project will make the following specific improvements at the park:

Park Entrance

- Extend existing acceleration lane by approximately 140 feet. Extend the existing deceleration lane by approximately 100 feet, and widen the entrance road to the south by approximately 10 feet. Existing acceleration and deceleration lanes will be widened from 9 feet to 11 feet; new extensions will be 11 feet wide.
- Remove one-way bypass road and small parking area at the existing entrance station. Replant area with native vegetation.
- Remove existing park entrance station leaving the foundation. Stub off existing utilities below grade.
- Remove existing road to cottages and one-way road in front of lodge. Construct a pedestrian path between the cottages and the lodge along previous road alignment.
- Construct new road to cottages. Align to minimize grading and the removal of trees.
- Construct new road to the lodge parking area. Extend existing retaining wall to minimize grading and removal of trees.
- Revegetate remaining area with native plants.
- Extend existing low-volume, drip irrigation system and/or manually water as necessary to support new plantings until established.

Pfeiffer Falls Road And Parking

- Convert existing parking area from public parking to employee parking only.
- Install a vehicle barrier on Pfeiffer Falls Road, limiting vehicular access to employees only.

Junior Ranger Building

- Relocate Junior Ranger Building to the North Day Use Area and rehabilitate for administrative use. Remove existing concrete pad and curb. Stub off all utilities below grade.
- Remove existing asphalt parking area and plant disturbed ground with native vegetation. Connect trail from Lodge to North Day Use Area, through existing Junior Ranger Building parking lot.
- Construct pullout off main road for bus drop off area at trail access (near existing Junior Ranger Building).

- Construct gravel access road to lift station and electrical panel. Install vehicle barrier to deter unauthorized public entry.
- Manually water as necessary to support new plantings until established.

Lodge

- Remove asphalt from the parking area in front and across the existing access into the larger parking lot.
- Plant native vegetation in areas where asphalt is removed to screen the lodge from the entry road.
- Remove asphalt from around sycamore trees in large parking area and plant with native vegetation.
- Overlay existing parking area and restripe.
- Remove asphalt from the lodge side of the existing bridge and lower this road grade approximately three feet.
- Relocate fire hydrant approximately 50 feet and extend the walkway from the lodge to the adjacent Redwood grove.
- Install an interpretive staging area around Redwood trees including a deck to minimize soil compaction, and plant native understory vegetation.
- Construct an ADA accessible trail to the North Day Use Area using the alignment of an existing trail as much as possible.
- Remove asphalt in front of Bailey Bridge, and grade for accessibility.
- Extend existing low-volume, drip irrigation system and/or manually water as necessary to support new plantings until established.

North Day Use Area

- Construct new park entrance station with office and restroom in an open area along the road to the west of the existing parking lots. Provide all utilities underground.
- Construct turn around area at the entrance station. This is to include pull off parking for RVs and up to 5 regular vehicles.
- Expand existing parking areas to accommodate up to 80 vehicles.
- Restore existing Civilian Conservation Corps (CCC) rock walls in place as necessary.
- Construct new foundation, provide underground utilities, and relocate the Junior Ranger building adjacent to the parking area at the end nearest the entrance station.
- Install 8'x150' prefabricated steel pedestrian bridge with abutments and rock slope protection outside of the active stream channel, but within the 100-year flood plain.
- Construct new 100 series restroom in the vicinity of the new pedestrian bridge.
- Install interpretive exhibits area near the access to the pedestrian bridge.
- Remove steel picnic stoves and picnic tables nearest to the stream. Leave approximately 6 picnic tables, rock CCC drinking fountains, and a rock CCC stove.
- Develop a new trail connection to Pfeiffer Falls.
- Install an accessible pedestrian pathway system connecting all facilities.

- Replant all areas where facilities are removed, or disturbed areas with native vegetation.
- Replace both existing overhead and low-level pathway lights with low-level pathway lights that are more compatible with the rustic character of the area.
- Install low-volume, drip irrigation system and/or manually water as necessary to support new plantings until established.

Warden's Residence And Garage

- Rehabilitate historic Warden's Residence and Garage for interpretive use and storage.
- Construct accessible paths to each building.
- Prepare and install interpretive exhibits and displays.

Main Camp

- Install 30'x130' prefabricated steel vehicle bridge at the east end with abutments outside of the active stream channel but within the 100-year flood plain.
- Construct a new paved access road approximately 20'x175' on the east side of the bridge.
- Construct a new paved access road approximately 20'x60' on the west side of the bridge. This is to connect to an existing campground road. The road is to be widened from approximately 12' to 20' for approximately 720 feet.
- Remove eight campsites, leaving any historic CCC campsites with furniture and footprint and revegetate with native plants.
- Relocate existing camp host sites to existing campsites in South Campground.
- Remove all non-historic facilities from the old host sites. Stub off utilities below grade, and revegetate.
- Construct an orientation area where the pedestrian bridge connects to Main Camp.
- Develop an ADA accessible trail from the pedestrian bridge to the Warden's Residence and garage.
- Remove existing campground kiosk and stub off utilities below grade.
- Install vehicle barriers.
- Extend existing low-volume, drip irrigation system and/or manually water as necessary to support new plantings until established.

PROJECT CONSTRUCTION

The construction window for this project is from September 2004 to September 2005. A majority of the park will remain open during the construction period, with only temporary

closures of certain areas. The area most affected will be the North Day Use Area. All work will generally occur between the hours of 8 a.m. and 5 p.m, Monday through Friday. However, unavoidable delays or emergency situations could require minimal use of exterior construction lights on a limited basis. Glare shields will be used on all light sources and work areas will be confined to a maximum of a few hundred feet at any one time.

Work will be performed by several crews of between two to twelve people. Some crews may be working concurrently in different areas of the project. Most work will be accomplished using standard construction equipment, such as a sawcutter, backhoe, dump truck, borer, paver, and roller. Individual vehicles and occasional larger delivery trucks will also be on site. The largest truck will most likely be a large semi to deliver the prefabricated bridge sections. A crane will also be needed to off-load the bridge sections and lift them into place. The sections will be bolted into place. No welding will be involved. The concrete surface for the vehicle bridge will be poured in place.

CORRECTIONS AND ADDITIONS

Corrections and additions included in this Supplement to the Pfeiffer Big Sur SP Park Entrance and Day Use Redevelopment Project EIR could result in substantial changes to the circumstances under which the project will be undertaken, new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, as identified in CCR §15162, *et seq,* thereby requiring the preparation of a subsequent EIR. However, these changes and potential effects can be identified with minor additions and changes to the previous EIR; per CCR §15163(a)(1 & 2). This Supplement to an EIR is, therefore, sufficient to identify and address these conditions and revisions, and preparation of a Subsequent EIR is no longer required.

The following corrections, additions, and deletions will supplement and, where contradictory, supersede the applicable portions of the previously certified Final EIR for this project. Additions and corrections are underlined; strikeout indicates a deletion. In some cases, in areas where there were many individual changes, an entire paragraph or section was deleted and re-written, even if portions of the narrative remained the same in both versions. This was done for ease of presentation and public review. Minor punctuation, spelling, and grammatical corrections that contribute to ease of understanding, but have no significant impact on the content, have not been included in this document.

Pages 6-9, 3.3 Scope of Project

1. Park Entrance (3.3.1), page 7, first bullet - Change text to read:
   - "Extend existing acceleration lane by approximately ~~60~~ 140 feet. Extend the existing deceleration lane by approximately ~~70~~ 100 feet, and widen the entrance road to the south by approximately 10 feet."

2. North Day Use Area (3.3.5), page 8, change text for bullet 6 to read:
   - "Install 8'x~~130'~~150' prefabricated steel pedestrian bridge with abutments and rock ~~entry columns~~ slope protection outside of the active stream channel, ~~and outside of~~ but within the 100-year flood plain."

   Main Camp (3.3.7), page 9, change text for bullet 1 to read:
   - "Install ~~28'~~ 30'x~~120'~~130' prefabricated steel vehicle bridge at the east end with abutments outside of the active stream channel, ~~and outside~~ but within the 100-year flood plain."

3. Park Entrance (3.3.1), Lodge (3.3.4), and Main Camp (3.3.7), pages 6-9 - Add text below as final bullet in section:
   - Extend existing low-volume, drip irrigation system and/or manually water as necessary to support new plantings until established."

   Junior Ranger Building (3.3.3), page 7 - Add text below as final bullet in section:
   - Manually water as necessary to support new plantings until established.

Junior Ranger Building (3.3.3) and North Day Use Area (3.3.5) - Add text below as final bullet in section:
   - Install low-volume, drip irrigation system and/or manually water as necessary to support new plantings until established.

4. Junior Ranger Building (3.3.3) - Delete bullet 3 and change text for bullet 4 to read:
   - ~~Determine historical significance of parking area.~~
   - ~~If removal is determined to be less than significant, r~~Remove existing asphalt parking area~~, connect trail from lodge to North Day Use,~~ and ~~replant~~ plant disturbed ground with native vegetation. Connect trail from Lodge to North Day Use Area, through existing Junior Ranger Building parking lot.

5. Junior Ranger Building (3.3.3), p7, bullet 7, change text to read:
   - ~~Widen existing roadway and install a bus drop off area.~~ Construct pullout off main road for bus drop off area at trail access (near existing Junior Ranger Building).

6. North Day Use Area (3.3.5), page 8, change bullet 10 to read:
   - Install interpretive ~~kiosk in the vicinity of the parking area~~ exhibits near the access to the pedestrian bridge.

   Main Camp (3.3.7), page 9, change text to read:
   - Construct a new paved access road approximately 20'x60' on the west side of the bridge. This is to connect to an existing campground ~~loop~~ road. The ~~loop~~ road is to be widened from approximately 12' to 20' for approximately 720 feet.

7. Park Entrance (3.3.1), p7, delete bullet 5:

- ~~Remove flag pole, bollards, wheel stops, and pavement markings.~~

North Day Use Area (3.3.5), page 8, delete portions of bullet 3 and 4 as follows:

- "Expand existing parking areas to accommodate up to 80 vehicles ~~utilizing adjacent undisturbed areas, including the space between the two existing parking lots~~."
- "Restore existing CCC rock walls in place as necessary. ~~Fill or bridge over a portion of one wall to accommodate traffic circulation~~."

Main Camp (3.3.7), page 9, delete bullet 11:

- ~~Remove Buzzard's roost parking area, connect existing trails, and revegetate with native plants.~~

Summary of change and significance

1. Identifies additional extension of the existing acceleration and deceleration lanes at the park entrance, to address highway safety concerns (line of sight restrictions and traffic flow).
2. Identifies increases in length of new pedestrian and vehicle bridges, necessary to reduce additional potential impacts resulting from changes in floodplain boundaries. Also notes that bridge abutments and rock entry columns will now be within the 100-year flood plain. See 4.8.2.2 - Hydrology Mitigation Measures.
3. Clarifies means of supporting new plantings installed at new and existing facilities and as mitigation for potential and actual habitat impacts. See 4.4.2.2 - Biological Resources Mitigation Measures.
4. Original document indicated that the Junior Ranger Building parking area may have historical significance and would, therefore, be retained. Deletion clarifies that, since the EIR was finalized, it has been determined that the asphalt parking area is not historically significant and can be removed and revegetated without additional cultural impacts. It also specifies route of trail from Lodge to North Day Use area.
5. Deletes portion of project scope that will no longer be implemented and clarifies location of bus drop-off point.
6. Reflects minor changes in description of work.
7. Deletes portions of the project scope that will not longer be implemented.

Finding

Not applicable.

Page 11, 3.5 Project Construction Schedule, first paragraph

Text changed as indicated below:

"The construction window for this project is from ~~July 2003 to May 2005~~ September 2004 to September 2005. A majority of the park will remain open during the construction period, with only temporary closures of certain areas. The areas most affected will be the North Day Use Area, Junior Ranger Building, and Main Camp, which may remain closed for the duration of the project. All work will generally occur between the hours of ~~7 a.m.~~ 8 a.m. and 5 p.m, Monday through Friday. However, unavoidable delays or emergency situations could extend work hours or require work on weekends and/or holidays. Such conditions may also require minimal use of exterior construction lights on a limited basis. Glare shields will be used on all light sources and work areas will be confined to a maximum of a few hundred feet at any one time. "

Summary of change and significance

Clarifies dates of construction, work hours, and situations potentially requiring additional or alternative work hours or conditions. No significant changes to potential impacts or scope of work.

Finding

Not applicable.

Page 21 - 4.1.2.2 Aesthetics - Project Impacts and Mitigation, Aesthetics Impact 1, Visual Impact of New Entrance:

Text changed as indicated below:

Original Text

~~"The project proposes to widen the park entrance at the intersection with Highway 1, and to lengthen the existing acceleration and deceleration lanes. This construction will require a small amount of grading of the shoulder area, the removal of a small amount of native vegetation, and the removal of one redwood tree. Although the improvements have been designed to minimize grading and the removal of native vegetation, there will remain some impact to the visual quality of the area. The amount of disturbance is not considered enough to substantially damage or permanently degrade the visual quality of this section of the highway."~~

New Text

The project proposes to widen the park entrance at the intersection with Highway 1 and lengthen the existing acceleration and deceleration lanes, to address safety concerns regarding traffic flow and line-of-sight. The entrance road will be widened by approximately 10 feet. The acceleration lane will be increased from 60 feet to 140 feet in length and the deceleration lane extended from 70 feet to 100 feet in length. Both the acceleration and deceleration lanes will be 11 feet wide, an addition of two feet to the

existing width. This construction will require grading of the shoulder areas and the removal of some native vegetation including two mature second-growth redwood trees, one Landmark redwood tree, and one mature oak. Although the improvements have been designed to minimize grading and the removal of native vegetation, the visual appearance of the approach to the park entrance road will change. Redwoods will no longer line the immediate edge of the approach. Instead, the adjacent meadow will become more prominent in the viewshed, backed by a well-stocked redwood stand to the east of the entrance area (see Figures 4.1C-D). The site is also within the critical viewshed, as defined in §20.145.020(V) of the Monterey County Coastal Implementation Plan (MCCIP), Part 3. However, proposed work addresses highway safety and is consistent with §20.145.130 of the MCCIP. The amount of disturbance is not considered sufficient to substantially damage or permanently degrade the overall visual quality of this section of the highway.

Summary of change and significance

Identifies additional potential impacts resulting from increasing the length and width of the existing acceleration and deceleration lanes at the park entrance and widening of the park entrance road. Potential impacts have not increased significantly and the scope of the project remains essentially the same, with only a minimal increase in total acreage and habitat impacted by the proposed changes. The overall visual appearance of the viewshed will not significantly change; visual impacts will be most obvious to those with multiple previous visits.

Finding

Proposed project activities could result in potential impacts to the scenic resources along Highway 1, at the park entrance. While visual changes will be more apparent than in the original plan, the overall aesthetic impacts will be limited. As noted in Section 6 of the original EIR (Unavoidable Environmental Effects, p111), modification or loss of riparian and wetland habitat, as proposed in this project, will result in an unavoidable environmental effect. However, although a limited number of healthy, mature, scenic trees will be removed as a result of this project, work proposed for the park entrance will not have a substantial adverse effect on a scenic vista, substantially damage scenic resources, or substantially degrade the existing visual character or quality of the site. Aesthetic impacts will be below the level of significance; mitigation is not required. See Biological Resources Section 4.4.2.2 - Project Impacts and Mitigations regarding requirements that will be implemented to substantially lessen the significance of any potential habitat impacts.

Page 21 - 4.1.2.2 Aesthetics - Project Impacts and Mitigation, Aesthetics Mitigation 1, Revegetate Disturbed Areas:

Delete Aesthetics Mitigation 1 - Add to document as Geologic Mitigation Measure 1H.

~~**Aesthetic Mitigation 1:** Revegetate Disturbed Areas In accordance with County and State Park Policies, all areas of exposed soil shall be replanted with native vegetation in~~

~~a manner that will appear as natural as possible. Any permanent loss of habitat will be mitigated at an appropriate ratio. See Section 4.4 Biological Resources.~~

Summary of change and significance

As noted in Aesthetic Impact 1, aesthetic impacts resulting from lengthening the acceleration and deceleration lanes and widening the entrance road will be below the level of significance; therefore, mitigation is not required. Revegetation is included in the scope of the project and will improve the aesthetic appearance of the area, but is not mitigating a potentially significant aesthetic impact. In addition, this mitigation measure primarily addresses erosion and soil stability, rather than aesthetics, and is more appropriately placed in the Geologic Resources section of the EIR.

Finding

Not applicable.

Pages 22 - 4.1.2.2 Aesthetics - Project Impacts and Mitigation, Aesthetics Impact 4, Intrusion of New Bridges into River Corridor:

Text to be changed as follows:

Original Text

~~"The project proposes to construct two new permanent bridges, one pedestrian and one vehicle. One abutment of the vehicle bridge will be located in an existing campsite and the other will be in an undisturbed natural area. One abutment of the pedestrian bridge will be in an existing campsite and the other will be located in an existing picnic site. The bridges will not be visible from each other, from Highway 1, or from other primary vista points within the park. A photo of the area where the pedestrian bridge will be is shown in Figure 4.3. A photo simulation from the same location showing what the bridge may look like is shown in Figure 4.4. These bridges will be visual intrusions within the Big Sur River corridor. However, they will also provide dramatic new public vista points from which to view the river. These bridges are recommended in the Pfeiffer Big Sur State Park General Plan."~~

New Text

The project proposes to construct two new permanent bridges, one pedestrian and one vehicle, across the Big Sur River, within the boundaries of Pfeiffer Big Sur SP, but outside the critical Highway 1 viewshed. The bridges will not be visible from each other, from Highway 1, or from other primary vista points within the park.

The pedestrian bridge will cross the Big Sur River from the existing North Day Use parking area to the Main Camp observation area (proposed for construction as part of this project). The prefabricated steel bridge will be 150 feet long and eight feet wide. Abutments and rock entry columns will be constructed outside of the active stream channel, but within the 100-year flood plain. One bridge abutment will be in an existing

campsite at Main Camp and the other will be located in an existing picnic site at the North Day Use Area. Construction of this bridge is consistent with the recommendations for the trail system within the North Day Use Management Area, as noted in the Pfeiffer Big Sur SP General Plan (October 1999, pp50-51). A photo of the area where the pedestrian bridge will be constructed is shown in Figure 4.1E. A photo simulation from the same location showing what the bridge may look like is shown in Figure 4.1F.

The vehicle bridge will also span the Big Sur River, connecting the existing main road with the proposed South Camp Road (to be constructed as part of this project), southeast of the proposed pedestrian bridge. The bridge will be constructed of prefabricated steel, 130 feet long and 30 feet wide. Abutments and rock entry columns will be placed outside of the active stream channel, but will be within the 100-year flood plain. One abutment of the vehicle bridge will be located in an existing campsite and the other will be in an undisturbed natural area. Construction of this bridge is consistent with the recommendations for realigning access to the campgrounds, eliminating the need to pass through and reducing vehicular impacts on prime resource areas within the Main Camp Management Area, as noted in the Pfeiffer Big Sur SP General Plan (October 1999, p52).

Both bridges will be designed and sited to reduce their impact on the natural beauty of the area, but will still intrude visually on the Big Sur River corridor. However, they will replace two seasonal pedestrian bridges that currently impact the visual integrity of the river and sensitive steelhead habitat (see Figure 4.1G). The seasonal bridges also are not ADA-accessible. The new bridges will provide dramatic new, universally accessible, public vista points from which to view the river and adjacent parkland. An open bridge rail design will allow views of parkland during bridge crossings. Materials and colors will be chosen to be compatible with the surrounding natural environment and will be non-reflective, to the extent it is financially and structurally feasible. Materials will also be compatible with the Civilian Conservation Corps (CCC) era historic landscape.

The presence of heavy equipment, construction crews, noise, and odors associated with the actual construction of the bridges will result in an unavoidable aesthetic environmental impact, although the impact will be temporary (see Section 6).

Summary of change and significance

Identifies additional potential impacts resulting from construction and increased length of the proposed pedestrian and vehicle bridges and clarifies impacts from presence of bridges within the Big Sur River corridor, as noted in the original EIR. Potential impacts have not increased significantly and the scope of the project remains essentially the same, with only a minimal increase in visual impact and habitat affected by the proposed changes.

Finding

The new pedestrian and vehicle bridges will impact the viewshed along the Big Sur River corridor. Visual changes will be virtually identical to those identified in the original plan; the overall aesthetic impacts will be limited. As noted in Section 6 - Unavoidable Environmental Effects, the addition of the bridge structures will result in an unavoidable environmental effect. However, implementation of Aesthetic Mitigation 4 will reduce the visual impact of the completed bridges on the surrounding viewshed to a less than significant level.

Page 45, 4.4.1 Biological Resources, Existing Environment, Sensitive Habitats, Wetland Habitat (as defined by the California Coastal Commission):

Change wording and add text as follows:

The California Coastal Commission classifies some areas as wetland habitat that would be recognized as riparian communities by the USACE and most other regulatory agencies. These include areas that are not inundated or regularly saturated, but where wetland plants, as detailed in the USFWS "National List of Plant Species That Occur in Wetlands", constitute a majority of the vegetative cover. This distinction is important, since the replacement ratio necessary to mitigate for areas defined as wetlands is greater than for areas supporting riparian vegetation. Within Pfeiffer Big Sur SP, this may include some areas delineated as California Sycamore Series ~~or White Alder Series~~. Monterey County is authorized by ~~T~~the California Coastal Commission ~~has oversight over the issuance of~~ to issue coastal development permits ~~by Monterey County~~ for work proposed in the coastal zone, including activities included in the proposed project, in accordance with Coastal Commission requirements and the Local Coastal Plan (LCP) - Big Sur Coastal Implementation Plan.

Areas of Coastal Commission-defined wetlands occur at several of the proposed project sites, as delineated on Map G0.05. The amount of acreage affected by project construction for each lettered polygon is shown on the map. Habitat polygons encompass areas greater than the actual area of new impacts.

A majority of the proposed Entrance Station site is covered with degraded upland and riparian vegetation, with a small area of seriously degraded wetland vegetation. This wetland area is composed of approximately 70% bare ground with vegetated areas dominated by horsetail, an obligate wetland species. This area meets the definition of a coastal wetland as defined under the California Coastal Act, based on vegetation.

The 0.02-acre area of wetlands at the North Day Use site (polygon O) is partially degraded, with approximately 20% of the acreage consisting of very compacted bare ground. Vegetation at this site is dominated by upland species, such as rattail fescue and clover. This area meets the definition of a coastal wetland as defined under the California Coastal Act based on hydrology.

The 0.01-acre wetland at the Park Entrance site (polygon C) is dominated by California blackberry, a marginal wetland species, in the shrub/herbaceous layer, and arroyo willow, a facultative wetland species, in the canopy. This area meets the definition of a coastal wetland as defined under the California Coastal Act based on vegetation.

The 0.01-acre wetland at the Junior Ranger site (polygon H) is dominated by obligate wetland species, such as rushes, and meets the definition of a coastal wetland as defined under the California Coastal Act based on vegetation.

The 0.13-acre wetland at the east end of the Vehicle Bridge site (polygon R) is dominated by facultative wetland species, such as California sycamore and arroyo willow in the canopy. It meets the definition of a coastal wetland as defined under the California Coastal Act based on vegetation.

The 0.08-acre wetland at the west end of the Vehicle Bridge site (polygon T) is a degraded site, with approximately 70% very compacted bare ground in the shrub/herbaceous layer. The canopy is dominated by California sycamore, and based on vegetation, the area meets the definition of a coastal wetland, as defined under the California Coastal Act.

None of the California Coastal Commission-defined wetlands indicated above meet all the criteria for a USACE-defined wetland.

Summary of change and significance

Clarifies and expands information regarding the existing California Coastal Commission-defined wetlands within or immediately adjacent to the proposed project locations. It establishes more definitive baseline conditions for determining the significance of any potential impacts. It also identifies information previously provided to regulatory, responsible, and trustee agencies, but inadvertently omitted from the original environmental document.

Finding

Not applicable.

4.4 BIOLOGICAL RESOURCES

Page 46 - 4.4.2.2 Environmental Impact - Project Impacts and Mitigation, Biological Resources Impact 1, first sentence:

Text changed as indicated below:

"...Implementation of the proposed project would result in the removal of approximately ~~0.69~~ 0.72 acres of upland habitat in several different locations of the project footprint. "

Summary of change and significance

Approximately .03 acres of additional upland habitat will be removed to allow for longer acceleration and deceleration lanes to improve line-of-sight egress from the park entrance, roadway drainage, and traffic flow into the park. Increased acreage takes into account lengthening of the proposed acceleration and deceleration lanes along Highway 1, at the park entrance. The acceleration lane will be increased from 60 feet to 140 feet in length and the deceleration lane extended from 70 feet to 100 feet in length. Three additional trees, including an additional second-growth redwood over 6" dbh and one Landmark redwood tree, will also be removed. Changes will result in a very minimal increase in total upland habitat impacted by the project.

Finding

Minimal change in total acreage to be affected. No change in mitigation as a result of the change; no significant change in potential impact. As noted in Section 6 of the original EIR (Unavoidable Environmental Effects, p111), modification or loss of riparian and wetland habitat, as proposed in this project, will result in an unavoidable environmental effect. However, implementation of Biological Resources Mitigation Measures 1-3 is expected to reduce these potential impacts to a less than significant level.

Page 48 - 4.4.2.2 Environmental Impact - Project Impacts and Mitigation, Biological Resources Impact 3:

Text changed as indicated below:

"...Implementation of the proposed project ~~would~~ will result in the removal of approximately ~~0.32~~ 0.33 acres of California Coastal Commission-defined wetland habitat in several different locations of the project footprint. Wetland habitat includes the White Alder Series, non-forested areas dominated by wetland shrubs and herbaceous plants and portions of the California Sycamore Series that are dominated by wetland species. ~~Impacts would be potentially significant because this habitat is essential~~ Removal of wetland vegetation will be potentially significant because it provides shelter/cover, important foraging habitat, migratory stopover sites, and nesting sites for numerous wildlife species, both common and sensitive. Some of the habitat that ~~would~~ will be impacted is in an essentially undisturbed condition, while other areas are in a degraded condition. Conditions at specific locations are indicated in added text of Section 4.4.1 above, Biological Resources, Existing Environment, Sensitive Habitats, Wetland Habitat. The wetlands, in this case, are not under the jurisdiction of the USACE.

Wetlands have extremely high habitat value for a variety of wildlife species. This project ~~would~~ will result in the direct impact of ~~these communities from new paving and construction of new bridges and trails~~ wetland habitat by removal of vegetation to provide for new paved areas and construction of new facilities (see Figure 4.4). Specifically, ~~impacts would occur from widening on~~ removal of vegetation will be

required to widen State Highway 1 at the park entrance; ~~an area west of~~ construct a pullout off the main road at the Junior Ranger building; pave and construct the new park entrance kiosk; pave a new entrance road into the North Day Use parking facility; construct a new trail to Pfeiffer Falls from the North Day Use area; and construct a new vehicular bridge linking the north side of the Big Sur River with Main Camp. The amount of wetland vegetation to be removed varies from site to site.

Summary of change and significance

Approximately .01 acre of additional wetland habitat will be removed to allow for an increase in the length of the proposed pedestrian and vehicle bridges. The pedestrian bridge will be extended an additional 20 feet, from 130 feet to 150 feet in length, and the vehicle bridge an additional 10 feet, from 120 feet to 130 feet, to avoid placing abutments and rock entry columns within the active steambed. The total wetland habitat that would be removed and mitigated for increases from 0.32 to 0.33 acres. Additional text changes clarify location of wetlands in relationship to project and relationship of project activities to potential impacts. Changes will result in a very minimal increase in total wetlands habitat impacted by the project.

Finding

Minimal change in total acreage to be affected. No change in mitigation as a result of the change; no significant change in potential impact. As noted in Section 6 of the original EIR (Unavoidable Environmental Effects, p111), modification or loss of riparian and wetland habitat, as proposed in this project, will result in an unavoidable environmental effect. However, implementation of Biological Resources Mitigation Measures 1-3 are expected to reduce these potential impacts to a less than significant level.

Pages 47-49 - 4.4.2.2 Environmental Impact - Project Impacts and Mitigation, Biological Resources Mitigation Measures 1B, 2B, and 3B, last four sentences.

Wording for all three mitigation measures to be changed as follows:

"...~~This mitigation ratio has been required by the~~ in compliance with California Coastal Commission requirements ~~for other projects involving this type of habitat~~. DPR-qualified natural resource specialists, in consultation with DPR-qualified cultural resource specialists, ~~would~~ will identify areas within the project footprint ~~suitable~~ to be used for restoration~~, preferably within the project footprint~~. ~~Areas outside of the project footprint might have to be~~ Other areas will also be utilized as restoration sites, if insufficient acreage of the appropriate habitat is not available within the project footprint. Plants used at the restoration site ~~would~~ will be grown from seed and stock collected within the park, as close to the impact site as possible. Existing low-volume, drip irrigation system will be extended and/or plantings will be manually watered as necessary until plants are established. A mitigation, ~~and~~ monitoring, and reporting plan, specifying restoration procedures, monitoring, and maintenance requirements, will be prepared, ~~as required~~ and included as part of the Final EIR.

Summary of change and significance

Clarifies specific requirements for identifying locations for habitat replacement or restoration. Addresses watering requirements for new plants until established. No change in intent or significance.

Finding

Not applicable.

Page 48, 4.4.2.2 Biological Resources - Project Impacts and Mitigations, Biological Resources Mitigation Measure 1A, 2A, and 3A:

Add titles of mitigation measures as follows:

Biological Resources Mitigation Measure 1A: Protection of Upland Habitat.
Biological Resources Mitigation Measure 2A: Protection of Riparian Habitat
Biological Resources Mitigation Measure 3A: Protection of Wetlands Habitat

Add text to mitigations as follows:

Design and location of facilities will be determined and altered, as practicable, to avoid wetlands or reduce impact in areas of greatest wildlife value; avoid or reduce removal of large, healthy trees; reduce cut-and-fill grading along edges of roads and trails; minimize disturbance of healthy understory vegetation; retain or improve existing drainage patterns; and minimize further encroachment into riparian/marginal wetlands and redwood forest. Final designs will be developed in cooperation with DPR-qualified resource ecologists, and in consultation with regulatory agencies, as applicable.

Summary of change and significance

Mitigation identifies design and implementation requirements to reduce potential impacts in the proposed project areas. The intent of these mitigations has been expressed in numerous locations throughout the document, but was not previously expressed as a comprehensive mitigation within this section.

Finding

No change in significance. Implementation of Biological Resources Mitigation Measures 1-3 are expected to reduce any potential impacts to sensitive habitat to a less than significant level.

Page 70, 4.5.2.2 Cultural Resources - Project Impacts and Mitigation, Parking Lots, Cultural Impact 3, CCC Masonry Retaining Wall - East Side of North Day Use Parking Lot:

Change text to read:

"The project description calls for the restoration of the masonry retaining wall ~~and~~

~~construction of a vehicular ramp over the eastern end of the wall~~. Alteration, relocation, or demolition of the CCC masonry retaining wall on the east side of the North Day Use Parking Lot would significantly impact the integrity and historic significance of the individual resource and the cultural landscape, of which it is a contributing feature."

Summary of change and significance

Identifies change in scope of work, deleting proposed construction of ramp over a historic wall. Change reduces potential for significant impact to a historic resource.

Finding

No change in original finding. The potential for significant impact to a historic resource still exists.

Page 70, 4.5.2.2 Cultural Resources - Project Impacts and Mitigation, Parking Lots, Cultural Mitigation 3A, CCC Masonry Retaining Wall - East Side of North Day Use Parking Lot:

Change text to read:

"Existing CCC masonry wall will be retained in place, without modification. ~~Some h~~Historic research ~~on the historic will be necessary~~ will be conducted to determine the original construction details, prior to the start of work on or in the vicinity of the wall . The wall will also be evaluated for stability and structural integrity prior to the start of any restoration or repair."

Summary of change and significance

Clarifies intent of mitigation measure and time frame for implementation. Also incorporates Cultural Mitigation 3C into this mitigation.

Finding

Not applicable.

Page 70, 4.5.2.2 Cultural Resources - Project Impacts and Mitigation, Parking Lots, Cultural Mitigation 3B, CCC Masonry Retaining Wall - East Side of North Day Use Parking Lot:

Delete entire mitigation:

~~"A portion of the eastern section of the wall would be bermed with fill as necessary to allow construction of a driveable ramp spanning the wall and providing access to new parking spaces. Design staff will consult with a DPR-qualified cultural resource specialist prior to approval of final ramp design to avoid the addition of elements that would detract from the historic Cultural Landscape nor impact the CCC wall. A DPR-qualified cultural resource specialist will monitor construction of the ramp and retaining walls."~~

Summary of change and significance

Reflects change in scope, per Cultural Impact 3 above.

Finding

Not applicable.

Page 70, 4.5.2.2 Cultural Resources - Project Impacts and Mitigation, Parking Lots, Cultural Mitigation 3C, CCC Masonry Retaining Wall - East Side of North Day Use Parking Lot:

Delete entire mitigation and incorporate relevant portions into Cultural Mitigation 3A, as indicated above:

~~"Prior to the start of construction, the wall will be evaluated for stability and structural integrity. The wall will then be restored as necessary, including repair of vehicular and tree root damage."~~

Summary of change and significance

Reflects change in scope, per Cultural Impact 3 above.

Finding

Not applicable.

Page 72, 4.5.2.2 Cultural Resources - Project Impacts and Mitigation, Parking Lots, Cultural Impact 5 and Cultural Mitigation 5, Jr. Ranger Station Parking Lot and Foundation:

Delete both impact and mitigation text. Adjust numbering of Cultural impact statements and mitigations accordingly:

Impact - ~~"The historical significance of the Jr. Ranger Station Parking Lot is not known at this time. If determined to be historically significant (see 6C below), removal and revegetation, as proposed in this project, could significantly impact the integrity of the cultural landscape."~~

Mitigation - ~~"If found to be historically significant, the lot will be closed to parking. Project designers will then consult with a DPR-qualified cultural resource specialist to determine the extent of alteration possible to reintegrate the area into the natural landscape while retaining its character-defining values of the historic use patterns."~~

Summary of change and significance

Reflects determination that Jr. Ranger Station Parking Lot is not historically significant as a individual structure or part of the cultural landscape. Removal would not significantly impact a historic resource.

Finding

Not applicable.

Page 73, 4.5.2.2 Cultural Resources - Project Impacts and Mitigation, Bridges, Cultural Mitigation 7B:

Change text to read:

"Prior to construction, cultural resource staff will flag known cultural resources adjacent to the bridge construction sites, marking them as environmentally sensitive areas. ~~to be~~ Flagged areas will be avoided and protected during construction activities. Cultural staff will monitor bridge abutment construction to ensure full compliance with CEQA and permit requirements."

Summary of change and significance

Clarifies mitigation requirements.

Finding

Not applicable.

Page 78, 4.6.1.2 Geology and Soils - Local Setting, Soils

Add additional paragraph at end of section as follows:

In the fall of 1977, DPR constructed a 1000-foot long, ten-foot high protective berm west of the historic structures (recreation hall, duplex, and triplex – used as employee housing) to protect them in the event of another mudflow similiar to those following the 1972 Marble Cone fire. The source of the berm materials is not documented, but reportedly contains cobbles and may be old river terrace material from nearby sources.

Summary of change and significance

Description of soil type associated with man-made berm located adjacent to historic structures added in local setting to provide baseline conditions if materials are used as fill for bridge approach fill. Adds to completeness of document.

Finding

Not applicable

Page 84 - 4.8.1.2 Hydrology - Existing Environment, Floodplain Area:

Text changed as indicated below:

"The 100-year flood plain of the Big Sur River has been delineated by Lindquist (2004) as part of ~~the hydrology~~ a floodplain study for a FEMA Letter of Map Revision (LOMR) ~~(Lindquist, 2001)~~. The detailed 100-year floodplain boundaries are shown on Maps C1 through C18. The general flood hazard boundaries are shown on Figure 6 in the Big Sur

River Protected Waterway Management Plan (Monterey County, 1986). Floodplain study calculations were based on survey benchmark NAVD1929, whereas the current topographic survey utilized for design purposes is based on survey benchmark NAVD1988. ~~More detailed maps of the 10-year and 100-year floodplains have been delineated by Lindquist (2001) and are included in the Big Sur River Draft Watershed Management Plan (Considine, 2001).~~ Flooding of the campground areas and some of the buildings
has occurred in the past. Often the damage was caused more by mudflows in the tributary streams during high rainfall events after forest fires had caused increased sediment load."

Summary of change and significance
Update of floodplain area delineation and identification of source. A LOMR was required by Monterey County as part of the Coastal Development Permit application process. Results differed from original floodplain delineation and were a consideration in the decision to lengthen proposed vehicle and pedestrian bridges. Areas of upland and wetland habitat impacted by the proposed project were marginally increased as a result of changes to original floodplain boundaries.

Finding
Not applicable

Page 87 - 4.8.2.2 Hydrology - Impacts and Mitigations, Impact 1, Increased Sedimentation:

Replace entire section as follows:

Old Text

~~"Any time there is ground disturbance (grading or excavation), the potential exists to cause a release of sediment that may impact and degrade water quality and violate water quality standards or waste discharge requirements."~~

New Text

Grading and excavation associated with various project activities, including construction of roads and bridge abutments, removal of parking areas, and installation of underground utilities will result in ground disturbance and the potential release of sediment into adjacent to streams or rivers. Such a release could significantly impact and degrade water quality, possibly resulting in a violation of water quality standards.

Summary of change and significance
Clarifies potential impacts related to the release of sediment into streams or rivers adjacent to the project sites. Potential impacts have not increased and the scope of the project remains unchanged.

Finding
No change in original finding.

Page 87 - 4.8.2.2 Hydrology - Impacts and Mitigations, Mitigation 1, Increased Sedimentation:

Change text to read:

~~Geologic Mitigation Measure 2a: Implement Best Management Practices (See 4.6.2.2.)~~ Implement Geologic Mitigation Measures 1B -1K and 2A -2B (Section 4.6.2.2).

Summary of change and significance
Clarifies referenced mitigations that will be implemented to reduce the significance of potential sedimentation impacts. Potential impacts have not increased.

Finding
Not applicable.

Page 88 - 4.8.2.2 Hydrology - Impacts and Mitigations, Impact 2, Bridge Construction Impacts:

Change text to read:
Impact 2, ~~Bridge Construction~~ Fluid Concrete Releases into Big Sur River:

Possible releases of fluid concrete into the Big Sur River could occur during the construction of the bridge abutments (spread footing or pile cap) and in-place pouring of the decks for the ~~two~~ new prefabricated vehicle bridges. ~~The releases could occur during both construction of the abutments (spread footing or pile cap) and during the in place pouring of the bridge deck for the prefabricated bridges. Engineering controls and BMPS will be needed to reduce or eliminate this risk.~~ Such releases could result in significant degradation of water quality and a potential violation of water quality standards.

Summary of change and significance
Clarifies potential impacts related to the release of fluid concrete into the Big Sur River. Potential impacts have not increased.

Finding
No change in original finding.

Page 88 - 4.8.2.2 Hydrology - Impacts and Mitigations, Mitigation 2, Bridge Construction Impacts:

Change text to read:

~~Use of t~~Temporary structures, such as silt fences, straw bales, or straw/rice wattles, or other ~~appropriate~~ methods of containment will ~~shall~~ be ~~employed~~used to prevent the discharge of fluid concrete ~~from entering~~into the Big Sur River during bridge ~~abutment~~ construction. ~~Other engineering methods must be employed by the bridge construction contractor to ensure that fluid concrete does not enter the Big Sur River during in place~~

~~pouring of the concrete bridge deck.~~ Engineered methods of containment not included in general DPR BMPs will be approved by DPR prior to implementation.

In addition to Hydrology Mitigation Measure 2 above, implement Geologic Mitigation Measure 1E (See 4.6.2.2.).
~~GEOLOGIC MITIGATION MEASURE-1C: Limit Grading to Dry Season~~
~~GEOLOGIC MITIGATION MEASURE-1D: Install Sediment Catch Devices~~
~~GEOLOGIC MITIGATION MEASURE-2A: Implement Best Management Practices~~
~~GEOLOGIC MITIGATION MEASURE-2B: Cover Stockpiled Soil~~

Summary of change and significance
Clarifies mitigation measures specifically related to the release of fluid concrete into the Big Sur River. No new mitigation measures have been added.

Finding
Not applicable.

Page 88 - 4.8.2.2 Hydrology - Impacts and Mitigations, Impact 3, Encroachment into Flood Zone:

Replace entire section as follows:

Original Text
~~"No new structures are planned within the 100-year floodplain, with the exception of the abutments for the new vehicular bridge. These abutments and the approach road could impede or redirect flood waters."~~

New Text
The abutments for both the vehicular bridge and the pedestrian bridge are located within the 100-year floodplain of the Big Sur River. In addition, construction of the approaches for the vehicle bridge will involve placement of fill within the floodplain, but not within the active streambed. The east approach for the vehicle bridge will include three culverts to channel major flood flows. The most recently determined boundaries of the 100-year floodplain at the bridge locations are included as Figures C5 and C8. The abutments and the approach roads could impede or redirect flood waters. The calculations in the Floodplain Analysis (Lindquist, 2004) have determined that the addition of the bridges and their approaches will not raise the water-surface elevation during a 100-year storm event by more than 1.0 foot above the existing storm level water-surface elevation.

Summary of change and significance
Identifies potential impacts related to revised floodplain boundaries, particularly as they relate to bridge construction. Evaluation of potential project impacts, based on the new boundaries, has identified additional potential impacts within the floodplain that were not included in the original EIR. The project will result in the construction of structures that could impede flood waters within a 100-year flood hazard area, which is a threshold

consideration for a potentially significant environmental impact. However, the structures would not raise the water-surface elevation during a flood event to the extent that it would expose people or structures to a significant risk of loss, injury, or death from flooding.

Finding
Although proposed project activities could result in potential impacts within the floodplain, none of these activities would result in significant environmental effects that cannot be avoided or significant irreversible environmental changes. Changes /alterations have been required in the project (see Hydrology Mitigation Measure 3 below) to substantially lessen the significance of any potential environmental effects, as identified in Hydrology Impact 3 above.

Page 88 - 4.8.2.2 Impacts and Mitigations - Hydrology Mitigation Measure 3, Minimize Impedance and Redirection of Flood Flows:

Replace entire mitigation as follows:

Original Text
~~"In order to reduce the impacts to flood flows in the event of a 100-year storm event, the size of bridge abutments should be limited to reduce the amount of impedance to flood water flows. The approach road should also be designed to avoid or minimize any impedance to flood water flows."~~

New Text
Overall length of the pedestrian and vehicle bridges will be increased and abutments for both bridges and footprint of the approach road will be as small as practicable to reduce presence of structures within the floodplain and impedance to flood waters Use of fill at the abutments and for the construction of the approach road will be minimized and will not be placed within the active streambed. Structures within the floodplain will be designed and constructed in a manner that will not result in more than a 1.0 foot increase of the water-surface elevation during a flood event, as indicated in the Floodplain Analysis (Lindquist, 2004) referenced above.

Summary of change and significance
Identifies measures required to substantially lessen the significance of potential impacts identified in the original EIR and resulting from changes in revised floodplain boundaries (Lindquist 2004).

Finding
Not applicable. See Hydrology Impact 3 above.

Page 88 - 4.8.2.2 Impacts and Mitigations - Hydrology Impact 4, Alteration of Drainage

Change entire section to read:

Original Text

~~"Slight alterations to the existing drainage patterns may occur during regrading for all project areas. Construction of the new road to the cottages will alter the established natural drainage patterns. This could result in erosion and siltation, and on-site flooding."~~

New Text

Alterations to the natural and/or existing drainage patterns will occur during regrading for all project areas, including construction of acceleration/deceleration lanes on Highway 1, bridge abutments and approaches, and new road to the cottages. Removal of existing hard surfaces, such as parking areas and building foundations, and construction of replacement facilities in different locations will also change drainage patterns, amounts of localized runoff, and rate of runoff dispersion. Improper design and inappropriate and/or inadequate construction methods could result in increased erosion, siltation, and the potential for on-site flooding.

Summary of change and significance

Clarifies previously identified potential impacts, along with additional contributors to those impacts, related specifically to revised bridge design and extension of the proposed acceleration/deceleration lanes at the park entrance. No new impacts were identified; changes in design will not significantly increase previously identified potential impacts.

Finding

Although proposed project activities could result in erosion and siltation, potentially impacting to adjacent waterways, and localized on-site flooding, none of these activities would result in significant environmental effects that cannot be avoided or significant irreversible environmental changes. Changes/alterations have been required in the project (see Hydrology Mitigation Measures 4 below) to substantially lessen the significance of any potential environmental effects, as identified in Hydrology Impact 4 above. These measures, along with Geologic Mitigation Measures 1B -1K and 2A -2B (Section 4.6.2.2), will reduce any potential impacts to a less than significant level.

Page 88 - 4.8.2.2 Impacts and Mitigations - Hydrology Mitigation Measure 4:

Change heading to read:

"~~Maintain~~ Establish Effective Drainage Patterns"

Summary of change and significance

Clarify intent of mitigation measure.

Finding

Not applicable. See Hydrology Impact 4 above.

Page 88 - 4.8.2.2 Impacts and Mitigations - Hydrology Mitigation Measure 4:

Replace entire mitigation measure as follows:

Original Text

~~"Proper grading procedures should be used to minimize alteration to drainage patterns during construction activities."~~

New Text

Grading and excavation activities will follow existing contours, to the extent practicable, to reduce alterations to existing drainage patterns. Areas disturbed by construction will be restored to pre-disturbance conditions or effective drainage patterns, as appropriate, once construction is complete.

Culverts and ditches will be properly placed and sized to redirect stormwater flows into existing drainage courses, where feasible, to reduce the potential for interference with natural drainage patterns and on-site flooding. Design and placement of culverts will include measures to minimize sedimentation and erosion. Implement Geologic Mitigation Measures 1B -1K and 2A -2B (Section 4.6.2.2), in addition to requirements of this mitigation.

Summary of change and significance

Identifies and clarifies specific measures that will be implemented to substantially lessen the significance of potential impacts identified in the original EIR.

Finding

Not applicable.

Page 88-89 - 4.8.2.2 Impacts and Mitigations - Hydrology Impact 5, Increased Runoff:

Replace entire section as follows:

Original Text

~~"New roads and parking are being installed in some areas, while existing roads and parking are being removed in other areas. There will be no significant change in impermeable surfaces and amount of runoff, but there may be areas where runoff amounts will change. Some of the existing stormwater drainage systems may receive additional runoff as a result of this project."~~

New Text

The project will reconfigure the road and trail systems in several areas of the park, as indicated in the project description (pages 7-9 of the original EIR, with changes noted in this supplemental document). New or reconfigured roads, parking lots, and trails are replacing or supplementing existing facilities. Although there will be no significant change in total hard surface coverage and amount of runoff, distribution of the runoff to existing stormwater drainage systems may change as natural contours are restored and

new facilities inserted into the landscape. Existing stormwater systems are sufficient for the anticipated changes, but may be altered to address changes in facility locations. Capacity is expected to remain essentially unchanged.

Summary of change and significance
Identifies potential impacts related to runoff from alterations of hard surfaces, such as roads, parking areas, and structures. Although multiple changes will occur during project implementation, total runoff and capacity of stormwater drainage facilities will not increase significantly.

Finding
Although proposed project activities could result in potential impacts to drainage patterns and require alterations in existing stormwater management, none of these impacts would result in significant environmental effects that cannot be avoided or significant irreversible environmental changes. Changes/alterations have been required in the project (see Hydrology Mitigation Measure 5 below) to substantially lessen the significance of any potential environmental effects, as identified in Hydrology Impact 5 above.

Page 88-89 - 4.8.2.2 Impacts and Mitigations - Hydrology Mitigation 5, Design Adequate Drainage Facilities:

Change text to read:

~~Drainage devices will be required to accommodate increased runoff resulting from construction activities.~~ Existing stormwater drainage facilities will be altered as necessary to accommodate increased runoff or alteration of drainage patterns resulting from proposed project activities and operational requirements. Replacement elements at new park facilities will be designed to accommodate projected maximum flows, in compliance with applicable water quality requirements.

Appropriate construction plans will be designed by a civil engineer in accordance with the most current accepted edition of the Uniform Building Code and any applicable Monterey County, Coastal Commission, and Regional Water Quality Control Board requirements. These plans ~~should~~ will also include permanent stormwater management elements (properly located and sized culverts, trash racks, inboard ditches, waterbars, etc) to prevent excessive runoff and flooding.

Summary of change and significance
Clarify intent of mitigation measure.

Finding
Not applicable. See Hydrology Impact 5 above.

Page 89 - 4.8.3 Level of Significance After Mitigation:

Change text to read:

Implementation of the above mitigation measures ~~should~~ will ensure that potential project impacts to hydrology and water quality are reduced to a less than significant level. The bridges have been raised and lengthened to keep the bridge decks above the 100-year floodplain elevation and relocation of the Junior Ranger building out of the 100-year floodplain will help alleviate potential flood flow impacts to structures just downstream from the pedestrian bridge. None of the potential impacts would result in significant adverse environmental effects that cannot be avoided or mitigated, or significant irreversible environmental changes. Changes/alterations have been required in the project to substantially lessen the significance of any potential environmental effects.

Summary of change and significance
Clarify determination of significance and address additional impacts resulting from minor scope changes.

Finding
Not applicable.

Page 94, 4.11.2.2 Project Impacts - 4th and 7th sentences:

Change text to read:

"...The construction window for this project is from ~~July 2003 to May 2005~~ September 2004 to September 2005. A majority of the park will remain open during the construction period, with only temporary closures of certain areas. The area most affected will be the North Day Use Area. All work will occur between the hours of ~~7~~ 8 a.m. and 5 p.m...."

Summary of change and significance
Reflects change in proposed construction schedule. Does not affect scope of project.

Finding
No change in original findings.

Page 111, 6.0 Unavoidable Environmental Effects:

Change text to read:

Implementation of the proposed project will result in unavoidable modification or loss of riparian, wetland, and upland habitat; aesthetic impacts within the Highway 1 (Big Sur Highway) critical viewshed; and modifications or impacts to cultural resources. Impacts relate primarily to ground disturbance associated with construction and/or alteration of roads, bridges, parking areas, and trails.

~~Should the project be undertaken, it is possible that~~ Implementation of this project as proposed could also result in unavoidable impacts to previously unknown cultural resources ~~will~~ that may be discovered during ground-disturbing work. Any cultural remains that are discovered and removed or disturbed in place ~~have lost~~ will lose some of their provenance. While site records can retain some information on the ~~provenance~~ artifact's origin and relationship to its surroundings, disturbance or removal precludes the opportunity for possible future investigation or improved testing techniques.

However, changes/alterations have been required in the project to substantially lessen potential impacts and, in conjunction with mitigation measures incorporated into this document, will reduce the severity of any potential environmental impact to a less than significant level.

~~There will be modification or loss of riparian and wetland habitat, and modifications and impacts to cultural resources as a result of construction of roads, bridges, parking areas, trails, and other facilities. Mitigation will reduce the impacts to a level of non-significance; however, there will remain an impact."~~

Summary of change and significance

Identifies additional potential unavoidable environmental effects, including aesthetic impacts within the Highway 1 critical viewshed. Potential impacts have not increased significantly and the scope of the project remains essentially the same, with only a minimal increase in total acreage and habitat impacted by the proposed changes. All potential impacts are still mitigated below a level of significance.

Finding

No change in original findings.

Page 113, 9.0 Significant Irreversible Environmental Changes:

Delete existing text and replace as follows:

Old Text

~~Loss of cultural resources can be considered an irreversible impact. Any cultural remains that are discovered and removed or disturbed in place have lost some of their provenance. While site records can retain some information on the provenance, disturbance or removal precludes the opportunity for possible future investigation or using improved testing techniques. Impacted riparian areas could be rehabilitated by removal of facilities, recontouring, and revegetation.~~

New Text

The project, as proposed, is not expected to result in any significant irreversible environmental changes. Although the inadvertent disturbance of cultural resources and loss of provenance would be irreversible, recovery, preservation, and recordation of the

artifact(s) and surrounding site information will reduce the impacts to a less than significant level. Mitigations requiring identification, protective flagging, and an on-site cultural monitor will also reduce the potential for significant damage to inadvertent finds.

Summary of change and significance

Restates and clarifies finding of no significant irreversible environmental changes. No change in actual determination.

Finding

No change in original findings.

Additional References

Department of Parks and Recreation; Floodplain Analysis - Pfeiffer Big Sur State Park; Lindquist, M., 2004.

This Supplement to the EIR was prepared by the following DPR Northern Service Center staff in Sacramento, California:

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Appendices

Appendix A - Maps

Appendix B - Project Graphics

Appendix C - Plans and Specifications

This Draft Supplement to the EIR for the Entrance and Day Use Improvements Project at Pfeiffer Big Sur SP, when finalized, along with the previously adopted Final EIR (SCH#2002021133), Mitigation Monitoring and Reporting Plan, Comments in response to this draft, and DPR's Response to Comments, will constitute the Final EIR for the Entrance and Day Use Improvements Project at Pfeiffer Big Sur State Park.

Pursuant to Section 21082.1 of the California Environmental Quality Act, the California Department of Parks and Recreation (DPR) has independently reviewed and analyzed the information contained in the Supplement to the EIR for the proposed project and finds that this document reflects the independent judgment of DPR. DPR, as lead agency, also confirms that the project mitigation measures detailed in these documents are feasible and enforceable, and will be implemented as stated in the Final EIR, including this Supplement.

(Signature on file) July 22, 2004

Shaelyn Raab Strattan
Environmental Coordinator
Northern Service Center
California Department of Parks & Recreation

Date

(Signature on file) July 22, 2004

Kathy Amann, Acting Deputy Director
Acquisition and Development Division
California Department of Parks and Recreation

Date